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COUNTRY Yugoslavia
SUBJECT Training Program US Furnished Fighter Aircraft
PLACE ACQUIRED (BY SOURCE) - - -
DATE ACQUIRED (BY SOURCE) 10 Aug 53
DATE (OF INFO) 10 Aug 53

DATE

Supplement to;

Responsive to;

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Source or Clarifying Statement: 25X1X6

1. Phenomenal luck has been experienced in Yugoslavia with the US T-33 jet training aircraft considering the number of transition flights, inexperienced maintenance personnel, and a supply system that is outmoded, combined with the lack of equipment and general technical know-how. 25X1X6
2. Operational Data:
 - a. No formal classroom instruction was held during the month of July 1953, only on-the-job training hints on preventive maintenance and inspection, plus a general discussion on procedures and methods. This accounts for the high in-commission status.
 - b. Operations: No reckless, or disregard for equipment attitude, was noted during the month of July. The aircraft is being utilized as it was intended and no adverse criticism has been made by anyone in the YAF (Yugoslav Air Force). The six T-33s assigned have averaged 80 per cent in-commission. One aircraft has been out of commission for parts this last month. It needs an exciter unit and dive-flaps.
 - c. Maintenance: No structure or maintenance problems reported for the month. There just weren't any. The T-33 aircraft are being kept exceptionally clean -- tires are scrubbed, wheel wells wiped clean, wings and fuselage polished or wiped clean. All of the T-33s are kept in the hangar at night and dust covers are always in place whenever the aircraft is not being flown. A suggestion that a man be in the cockpit whenever the aircraft is being towed was accepted and is now common practice in the YAF.
 - d. Recommendations: There is a need for a supply specialist in the YAF -- one thoroughly familiar with procedures, fittings, stock record cards, various catalogues (classes, indexes, cross-reference, etc.), so that they will have a better understanding of the spares problem. Their present method is entirely inadequate if they wish to keep a reasonable number of their US-furnished aircraft flyable. More than half of the US F-84s in their possession are grounded due to maintenance and spares problems. There is a noticeable reluctance on the part of the Yugoslavs to utilize the technical experience of company representatives and the experienced enlisted personnel sent to Yugoslavia to help maintain US F-84 aircraft.

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Up to the present they have considered flying time on each aircraft a secret. They have since changed their policy on this and furnish a report of flying time at the end of the month, but its accuracy is questioned. The assistance of US company representatives to the YAF is being seriously hampered by the language barrier -- interpreters are not available when needed.

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Air Training Program
15-53.5

Yugoslavia
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